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# **YAMAHA-33**

**DESIGNED BY YAMAHA**

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# A GREAT YACHT THAT KEEPS GETTING BETTER

The Yamaha 33 is the product of inspiration. Since her introduction, the 33 has been a great yacht, one that set the standards of quality and integrity that yachtsmen now expect from Yamaha. From her first days in the water, her performance has surprised even the team who designed her. The 33 has crossed the Pacific, won level racing cups on both sides of the ocean, and finished second in a field of custom boats in the Round Britain Race. She has always been a marvel, and our challenge has been finding ways to improve her. We met that challenge with the new Yamaha 33.

The new 33 was conceived as a special project for the Clipper Cup international team race regatta in Hawaii. The goal was to beat the best flat out racing boats in the Pacific. The outcome was a solid second in class, but the real end product of the exercise was an even faster Yamaha 33 for yachtsmen around the world.

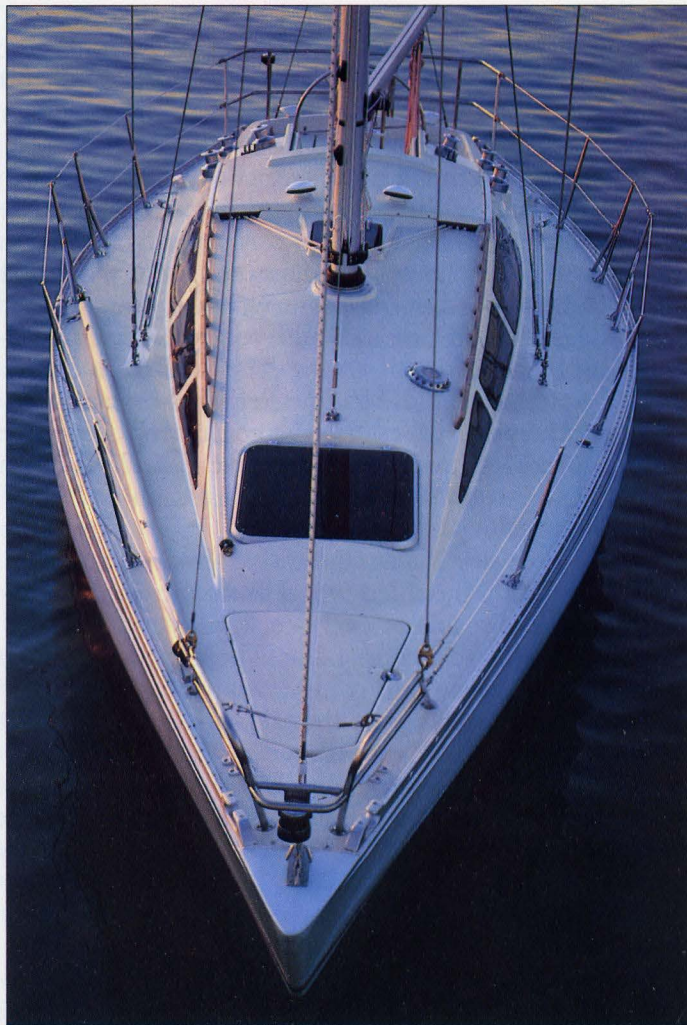




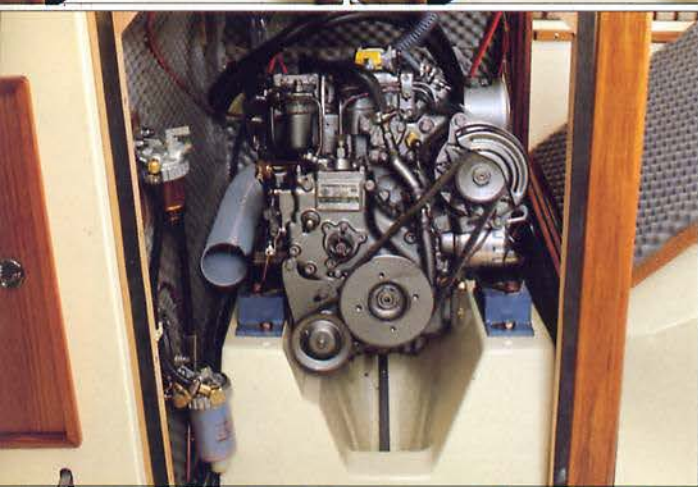
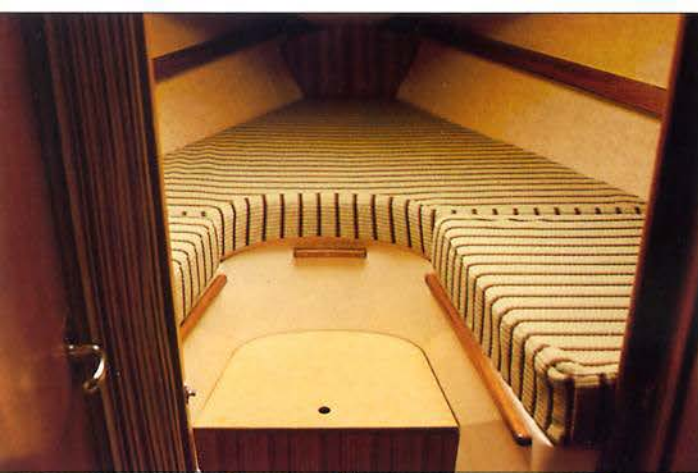
Outwardly the 33 is little changed. The deck layout is still a constant reminder of the right way to do a boat for efficient racing and comfortable cruising. The 33 is designed to be used, not looked at, and on deck that means everything has a purpose. The toerails are full length, with integral cast alloy mooring chocks as a part of the rails. The translucent foredeck hatch is very large, for easy passage of sails. The non-skid pattern that is moulded into the deck covers the coachroof and the sea-hood, so there are no "blind spots" underfoot, and the sea-hood itself covers the lines that are led aft to the cockpit from the mast. This eliminates trippers, and gives you a comfortable place to sit, while doubling as an integral part of the built-in Dorade vents. The double life-lines have gates port and starboard, plus split bow and stern pulpits for end-on mooring.

In the cockpit, everything is as the way it should be. The sheet stoppers on the cabin top are where they belong, so you don't have to have a forest of winches. The cockpit seats are concave, to hold you in place when the boat is heeling, and the seats have toerails so you have a brace when you are up on the coaming (the little rails are also perforated for safety line attachment for real storm conditions). The arrangement of the winches works well for both cruising and racing, and the amount of storage space is remarkable. There is a vented propane locker aft, plus two under-the-seat lockers forward and a gear locker aft that drains into the cockpit rather than the bilge.

All around the deck you see examples of the detailing that sets Yamaha boats apart from the rest. The tracks for the genoa sheet cars are recessed into the deck, the latches for the big anchor locker are recessed "snagless" designs, the hatch forward is faired into the line of the coachroof, rather than stuck onto it, and even the small ventilation hatch on the cabin top is set into its own structural coaming. The collar around the mast is a Yamaha design that carries our turning blocks, and the spar itself is a specific Yamaha section. The halyards and lifts inside the mast are surrounded by a foam sleeve. This keeps them from tangling with the wiring in the spar, and means there is less chafe and rattle. It is a small thing, but important. Compared to many production cruiser-racers, the 33 looks almost bare on deck. That's the way it should be. We have engineered the clutter off the deck, after all, functional doesn't mean confused.



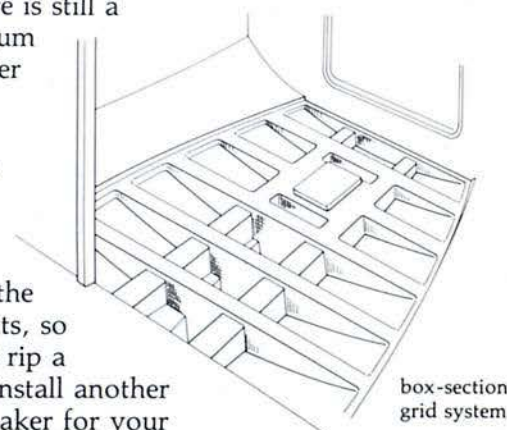




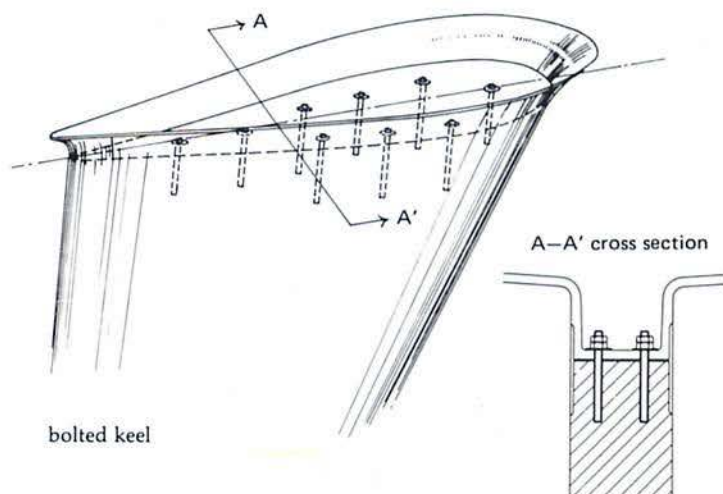
The new 33 is unchanged structurally. It is still rock solid, with a well earned reputation as a yacht that is built to be sailed hard, rather than left at the dock. The hull is reinforced with an integral box-section grid system that does duty as a stiffener, an equipment mounting platform, and a routing plan for ships plumbing and electrics (on most boats when you lift the floorboards you discover an octopus of wires and tubes, on a Yamaha you discover exactly why our yachts are so strong). The rig is attached to this hull/grid assembly via hefty stainless steel rods that take the chainplate loads directly to the hull and backbone, and the mast is stepped on a massive box-section in the grid. When many yachts are trying to tear themselves apart under load, a Yamaha is pulling itself together. It is a very strong system.

The invisible things are the same on the new 33. The deck and hull are still mechanically fastened, then bonded, then fastened again with the toerail bolts. There is still a full length aluminum backing plate under the hull-to-deck joint. The equipment mounted on deck is all accessible through the overhead panels in the cabin, as is the wiring for the lights, so you don't have to rip a Yamaha apart to install another cleat or a new speaker for your tapedeck. The same can be said for engine access, where you have an easy time doing routine checks through the engine box opening. For bigger jobs, the entire box lifts right out.

When you inspect the 33 for yourself, you will see all of these features and more. The 33 is one of the best thought-out and well executed yachts available anywhere, and certainly the finest in her size. She is a boat that lets you enjoy your sport and have the satisfaction of knowing that you have sacrificed nothing in terms of quality and value in order to have a boat that is safe, fast and exciting. That is the essence of yachting, and we think that's the way it should be.



box-section grid system

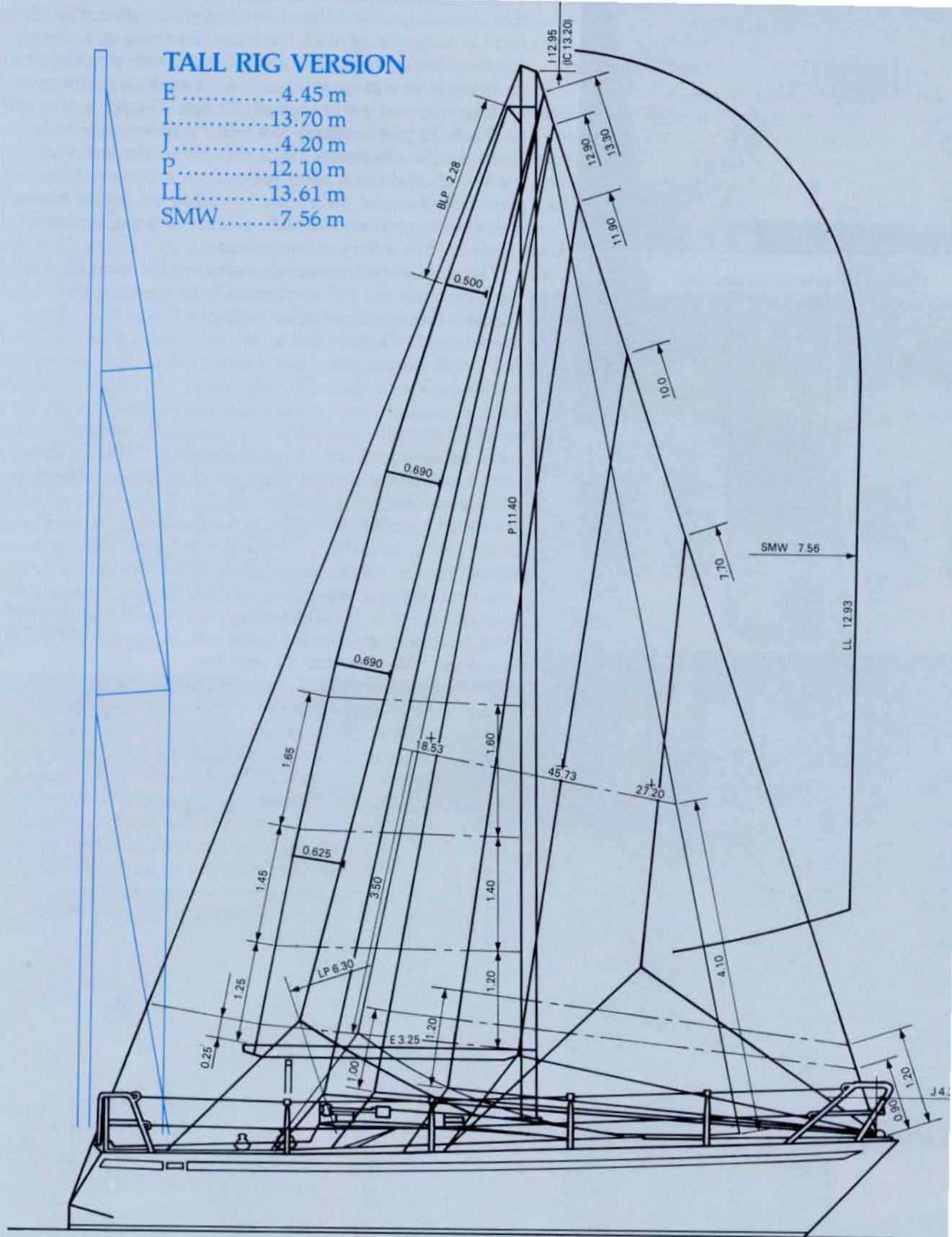


bolted keel



# TALL RIG VERSION

E .....4.45 m  
 I .....13.70 m  
 J .....4.20 m  
 P .....12.10 m  
 LL .....13.61 m  
 SMW .....7.56 m





# YAMAHA-33 SPECIFICATIONS

## STANDARD EQUIPMENT

### EXTERIOR

Hand lay-up FRP hull  
FRP non-skid deck surface  
FRP rudder with skeg  
Wooden tiller and aluminium tiller extension  
Cast iron ballast keel (Lead for U.S. model)  
Anodized aluminium spar  
Mast...thru deck, internal halyard type, single spreaders  
Boom.....slab reefing and boom lift  
Boom topping lift (Option for U.S. model)  
Spinnaker pole topping lift

Stainless steel standing rigging, turnbuckles and toggles  
Running rigging (color coded)  
Boom vang (Option for U.S. model)  
8 winches: 2 jibsheet winches (Option for U.S. model)  
          2 spin winches (Option for U.S. model)  
          2 halyard winches (Option for U.S. model)  
          2 reefing winches (Option for U.S. model)  
2 winch handles (Option for U.S. model)  
Mainsheet traveller  
Spinnaker gear and fittings (Option for U.S. model)  
S.S. bow and stern pulpits, stanchions  
with double life lines  
Toe rail  
Anchor well  
Skylight hatches: Forward 65 × 70 cm (25.59 × 27.55")  
                          Cabin top 35.5 × 34.5 cm  
                          (13.97 × 13.58")  
6 ventilators  
2 teak hand rails on coachroof  
Cockpit storages  
Companion hatch with FRP slide door  
Manual bilge pump in cockpit  
Jib sheet tracks with cars

### INTERIOR

Berths for 7 persons: Forward cabin (2 persons)  
                          Maincabin (3 persons)  
                          Quarter berth (2 persons)

Galley: ice box 170 litres drained, 2 s.s. sinks with fresh &  
          sea water pumps, shelves, drawers and space for  
          3 burners stove & oven

Marine toilet, head sink, foot pump & drawers, shower  
(Holding tank for U.S. model) with sump tank and  
shower curtain  
Main table, folding and removable type  
Hanging locker

Navigator's station: Chart table with drawers and chart  
storage, moulded plywood seat

2 teak hand rails on coachroof  
1 FRP water tanks under port berth  
Removable ceiling panels for easy maintenance

### MECHANICAL EQUIPMENT

Yanmar diesel engine 2GM-S, 15 HP @3,600 rpm,  
electric start  
Propeller and zinc ring  
S.S. fuel tank 70 litres

### SAILS

Main sail (Option for U.S. model)  
Regular jib (Option for U.S. model)

### ELECTRICAL EQUIPMENT

1 Battery 12V 100AH with battery switch and battery box  
Battery box for second battery  
Wiring: 2 wires to mast top  
          2 wires to spreader  
          1 wire half way mast  
Navigation lights: Combination, stern and mast  
Switch panel with fuses at chart table  
Electric blower for engine room  
8 cabin lights and chart light, flexible